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SUPPLEMENT TO
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Dresden-Alberthafen.

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1. On 9 December 1950, five tank cars were side-tracked in the Soviet fuel depot at Dresden-Alberthafen (N 52/F 29). More tank cars, guarded by sentries, stood at the track north of the Catholic cemetery. Tank truck [redacted] occupied by three soldiers wearing red-bordered green epaulets, entered the depot through the main gate. Thirty two soldiers with red-bordered black epaulets assembled for roll call in the depot area. A junior lieutenant wearing golden epaulets with red stripes stood in front of them. (1)
2. Not less than 30 x 200 liter drums stood on the ramp of Shed No 8 on 15 December. Soldiers unloaded briquettes from four open freight cars which stood on the spur track to the shed. At about 10 a.m. on 15 December, truck [redacted] entered the depot through the main gate. [redacted] only a guard or labor platoon and two or three officers with their families were quartered in the depot. Prior to 15 December, no major fuel supplies were observed being issued to troop units. (1)

Oranienburg.

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3. On 6 January 1951, source observed that five wooden sheds for fuel storage had been constructed at the athletic field of the Heinkel Settlement in the restricted area on Krammener Strasse, Oranienburg (N 53/2 67). The dump was fenced-in and measured about 250 meters in the east-west direction and 150 meters in the north-south direction. The saddle roofs, covered with earth were the only visible parts of the sheds. (2) A wooden shed with 15 double doors was located 20 meters north of the fuel dump. Numerous trucks and prime movers were parked on the streets inside the restricted area. Large repair-shop trucks, which appeared to be new, were observed for the first time.

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CONFIDENTIAL25X1X Schleife.

4. In December 1950, it was learned that prior to the end of September 1950, about 10 million liters of fuel were brought to the Soviet fuel depot at Schleife (O 52A 74) by rail from the direction of Kohlfurt-Horka-Weisswasser. No fuel shipments have allegedly arrived there since that time and no outgoing shipments of fuel have been observed. After the tank cars were emptied, they were returned. (3)

Velten.

5. The following observations were made at the air force section of the fuel depot at Velten (N 53/Z 66) between 16 December 1950 and 7 January 1951:

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6. The following observations were made at the army section of the fuel depot at Velten between 16 December 1950 and 7 January 1951:

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7. The following observations were made on the Velten railroad track system from 16 December 1950 to 7 January 1951:

16 December 1950. Two trains with a total of 72 tank cars were on the sidings between the Velten and Hohenschoeppingen railroad stations. They were guarded by army and air force personnel.

30 December 1950. Twenty-three tank cars and a coach with army guard personnel were standing on the sidings.

7 January 1951. Two unguarded tank cars were in the freight yard and on a siding.

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8. On 5 January 1951, source learned that a Soviet Air Force fuel depot, supplying the airfields of Schoenwalde, Falkensee, Laerz, and, allegedly also Nauen, was located on the premises of the former Lange roofing paper factory on Hafenstrasse, Velten. The depot was guarded by a unit of 80 air force soldiers. Fuel was issued from the 6th to the 24th of every month. The days remaining were spent in settling accounts for the fuel delivered. Two large fuel containers, each with a capacity of 2,000,000 liters were located on the premises of the Schiweck factory, and belonged to the depot. A spur tank ran to these containers.
9. A Soviet Army fuel depot was located on the premises of the Schiweck factory, Velten, and supplied all troops stationed in the Velten area and some German plants. The depot previously supplied units stationed as far away as Stettin. The fuel was shipped to the depot by water from Golssen (N 52/A 09); most of it was ready for use and the remainder was distilled at the Schiweck plant. (4) Work was done in three shifts. Installations at the depot included 1 fuel container with a capacity of about 45,000,000 liters; 6 fuel containers with a capacity of about 2,000,000 liters each; and 7 fuel containers with a capacity of about 1,000,000 liters each. Four big special railroad

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Comments.

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- (1) Confirms the large fuel depot in Dresden-Alberthafen, which is probably subordinate to the First Gds Wez Army. [redacted] and the sketch attached to it.
- (2) The fuel dump was reported for the first time. It is apparently an organizational installation of only local importance.
- (3) Confirms the reconditioned fuel depot on the premises of the German Air Force ammunition depot. [redacted] 25X1A [redacted] the depot has a total capacity of only 5 million liters and the statement in the present report that the capacity is 10 million liters is doubted. [redacted] 25X1 [redacted] 100 cubic meters of fuel arrived is given more credence. [redacted] According to reports on rail movements, 15 railroad tank cars were dispatched to Alt Strelitz in December 1950. [redacted] 25X1A
- (4) Fuel shipments by water have not been observed to date. However, since fuel lines to the depot from the Hohenzollern Canal do exist, such shipments would be possible. But it is believed that the inland waterway downstream of Golssen, west of Luebben, has only a limited carrying capacity. The majority of incoming and outgoing shipments are probably handled by rail. 25X1
- (5) [redacted]

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